



KAIULANI plans, design history and specifications, 1899, 1909-1910, 1971-1974

HDC 1309
SAFR 21368
SAFR-0001/ GOGA-1319
DACS Reference Code us - CSfMM - 21368

Creators

Hargan, J.A.
Nesdall, Andy
Wittholz, Charles W.

Extent

1 box .(0.7 LF)

Repository

San Francisco Maritime National Historical Park
Historic Documents Collection
Fort Mason, Building E
San Francisco, California, 94123

Scope and Content

Collection is open for use.

Please note: two conflicting accession records exist. According to the Accession Receiving Report for GOGA-1319, the collection consists of 21 blueprints and plans for the bark KAIULANI, a manuscript history of the plans for KAIULANI and a 13-page specification report for the bark. These are listed, collectively, as part of catalog record GOGA 17729 – but that catalog record does not exist in ANCS+. The electronic accession record for GOGA-1319 lists the contents of the accession as follows: KAIULANI plans, blueprints and specifications. The actual contents of the collection reflect the materials listed in both records and is described below.

This collection consists of plans, blueprints, diazotypes, specifications and reports related to the KAIULANI, the last American-built square rigger. Naval Architect Charles Wittholz consulted with Alan Hutchinson on the restoration of the KAIULANI in the 1960s for the National Maritime Historical Society (NMHS). He donated these materials to the San Francisco Maritime National Historical Park specifically to help with the construction of a half-size model of KAIULANI.

The collection includes the original builders' specifications for KAIULANI, by Williams, Dimond & Co., circa 1899, as well as a Schedule of Shapes for Steel Sailing Bark No. 44

by Arthur Sewall and Co., Bath Maine, April 3, 1899; and Schedule No. 2, Steel Plates, April 20, 1899. These specifications were drawn up by J.A. Hargan, Naval Architect, Brooklyn, New York.

Altogether, there are 36 plans (3 blueprints and 33 diazos). There are original drawings of KAIULANI for the Sewall Shipyard, made by J.A. Hargan in 1899 (sheets 2-12). There are duplicate copies of some, as several of these sheets were reproduced for the NMHS. Some plans have notes on them from the 1970s. These drawings include the original lines, inboard profile and deck plans, body plan, bulkheads, frame and plate list and sail plan. The KAIULANI was also known as Steel Sailing Bark No. 44, and several of the drawings list the vessel's name as STAR OF FINLAND. For example, the blueprint labeled "KAIULANI's Sail Plan," is the sail plan for the STAR OF FINLAND, from 1910.

The collection includes 3 reconstruction drawings done by Andy Neddall, for restoration of the KAIULANI, circa 1964. There are also 5 diazo plans drawn up by Wittholz for the Bark KAIULANI Restoration for the National Maritime Historical Society. These are Drawing Nos. 139-375-10, 139-680-D, 139-1073-3, 139-474-5 and 139-474-6. These include drawings of the midship section and the port and starboard shell expansions and date from around 1975.

The collection includes 9 diazo drawings of the American Bark KAIULANI, 1899. Wittholz reproduced these from the original plans for the Smithsonian Institution in 1973 and 1974. These include lines plans and typical construction sections, inboard profile, arrangement of decks, midship section and bulkheads, sail plan, spar plan, rigging fittings on spars and deck fittings.

Finally, the collection includes "The History of KAIULANI Plans and her Design Characteristics," written by Wittholz circa 1975.

History

According to "The Dictionary of Nautical Literacy," the KAIULANI was built in 1899 in Bath, Maine for service between San Francisco and Hawaii. The 250-foot, three-mast bark was the last American-built square rigger. The KAIULANI was also the last American square rigger in regular commercial service. The ship left San Francisco in September 1941 on its final voyage. The KAIULANI picked up lumber in Aberdeen, Washington and sailed around Cape Horn to Durban, South Africa and then onto Sydney, Australia. Once in Sydney, KAIULANI was converted into a barge to support U.S. forces in the Pacific. In 1963, a group of maritime enthusiasts formed the National Maritime Historical Society with the goal of restoring the KAIULANI and returning it from the Philippines to the United States. In October 1964, Philippine President Diosdado Macapagal donated KAIULANI to the U.S. Efforts to raise funds to restore the ship failed, and it was broken up in 1974.

Arrangement

The collection arranged chronologically.

Container List

Folder 1: Specifications, circa 1899

Folders 2-3: Plans by J.A. Hargan, 1899
Folder 4: Reconstruction Drawings by Andy Nesdall, circa 1964
Folders 5-6: Plans for the Smithsonian Institution by Charles Wittholz, 1973-1974
Folder 7: Plans for Bark KAIULANI Restoration for National Maritime Historical Society, circa 1975
Folder 8: "The History of KAIULANI Plans and Her Design Characteristics, circa 1975

Provenance

Purchased, March 24, 1988 from Charles W. Wittholz.

Language

English

Publication Citation

KAIULANI plans, design history and specifications. San Francisco Maritime National Historical Park

Associated Materials and Related Collections

There are a number of related collections, including paintings, objects, photographs and papers, at the San Francisco Maritime National Historical Park. These include:

Dabel, R. (Capt.) Papers. San Francisco Maritime National Historical Park. SAFR 8519, HDC 0859. Correspondence, notebook and diary transcripts of the master of the KAIULANI, 1900, 1 folder.

Dring (Harry) Papers. San Francisco Maritime National Historical Park. HDC 648, 1890-1986. Dring was the foremast hand on the last voyage of KAIULANI, 1941-1942.

Bill Bartz photographs. San Francisco Maritime National Historical Park. SAFR 18732, P78-122a, 40 black and white prints of the voyage of the KAIULANI, 1941-1942.

KAIULANI (built 1899; bark, 3m) photograph collection. San Francisco Maritime National Historical Park. SAFR 20738, P05-044, 71 photographic prints and over 200 negatives depicting the restoration of KAIULANI and the ceremony in which Filipino President Diosdado Macapagal donates the ship to President Lyndon B. Johnson, 1964-1966.

Watercolor of KAIULANI by M.V. Langdale, 1945. San Francisco Maritime National Historical Park. SAFR 3829. San Francisco Maritime National Historical Park.

Sextant used by John Johnassen on the last voyage of KAIULANI, 1942. San Francisco Maritime National Historical Park. SAFR 9543


Reference Terms

Kaiulani (Ship) (LC)

National Maritime Historical Society (U.S.) (LC)

Index terms

Architectural drawings--Marine (TGM)

Blueprints (TGM)

Diaotypes (TGM)

Condition

There is some fraying and tears around the edges, some plans have been taped on the folds and there is some dried mold on a few plans, but overall, the collection is in good condition.

Cataloguer

Marjorie Bryer, Archives Specialist, San Francisco Maritime National Historical Park,
August 2007.